VISITOR TRANSPORTATION SYSTEM SURVEY RESULTS

VTS ID: 61

Name of the NPS Unit:	Yosemite National Park	**VTS Group:**	Surface
Name of VTS:	Yosemite VTS	**NPS Region:**	Western
Respondent's Name:	William Fay	**Annual Visitors:**	4,046,207
Respondent's Title:	Conc. Mgt. Spec.		
Respondent's Phone:	(209) 329-0363	**Fax:** (209) 372-0386	**E-mail:**

Section 1: How is the VTS Service Provided?

1.1 In what year VTS service first provided?	1969		
1.2 Who currently manages the VTS service?	Concessioner	**1.6a Contract Term (years):**	1
1.3 Who currently operates VTS service?	Concessioner	**1.6b Contract Start Date:**	1/1/97
1.5a Concessioner Name:	Yosemite Concession Services	**1.6c Contract End Date:**	1/1/98
1.5b Concessioner Address:	Yosemite National Park, California 95389		
1.5c Concessioner Telephone:	(209) 372-8331		

Section 2: What Kind of VTS Service is Provided and what is the Frequency and Performance of the VTS?

2.1 What type of vehicles are used to operate the VTS Service? Conventional Bus

2.2 Does the VTS service always operate along a fixed or consistent route or routes? Yes

2.3 What are the names, round trip mileage, trips per day, % peak season trips in which vehicles are (1) filled to capacity, (2) beyond capacity and riders are left behind, and (3) operate on time (within 5 minutes of scheduled time)? (See Table B for service frequency per day of the week).

Route	Route Mileage	Peak Season Trips per Day	Off Peak Season Trips per Day	Percent Capacity Trips	Percent Refused Trips	Percent Ontime Trips
Badger Pass	42	6		80	0	90
Tuolumne Shuttle	29	14		10	0	90
Valley Shuttle	8.2	131	49	80	30	90
Wawona Shuttle	12	8	8	40	10	90

2.4 If not a fixed route, How is the path of the VTS route determined?

2.5 Times per season that VTS service failed to operate due to an equipment shortage? 0

2.6 Times per season that VTS service failed to operate due to an operator shortage? 0

Section 3: What is the Purpose of the VTS Service?

3.1 Is the VTS the sole means of public access into the park or park unit? No

3.2 Rate each of the following attributes as to their degree of relevance to the VTS Service:

Visitor Enhancement Rating:	Medium	**Cost Effectiveness Rating:**	Medium
Resource Protection Rating:	High	**Sustainability Rating:**	High

3.3 What is the primary purpose of VTS? Resource Protection

Section 4: When Does the VTS Service Operate?

4.1 Is the service year around?	Yes	**Current Year Start Date:**	**Next Year Start Date:**
		Current Year End Date:	**Next Year End Date:**
4.2 Peak Demand Start Date:		**Low Demand Start Date:**	
Peak Demand End Date:		**Low Demand End Date:**	

Section 5: How Does the VTS Service Operate?

5.1 Does the VTS Operate on a fixed schedule? No **If No, Describe How Trips are Determined:**

5.2 Is Schedule Adjusted Weekly?	No	**5.4 Is Schedule Provided to Operators?**	Yes
5.3 Is Schedule Adjusted Daily?	No	**5.5 Is Schedule Available to Visitors?**	No

VISITOR TRANSPORTATION SYSTEM SURVEY RESULTS

VTS ID: 61

Section 6: What is the VTS Rolling Stock?

6.1 Who provides the vehicle/vessel equipment? Contractor/Concessioner

6.2 Total Fleet Size: 27

6.3 Number of vehicles or vessels operated in service at a single time? 18

6.4 Do any vehicles employ alternative fuels? No

Alternative Fuel Type:

Equipment Number	Maker of Vehicle or Vessel	Model	Registry (Vessels)	Year	Annual Mileage	Fuel	Owner	Condition (See Note)
1	127 VS Gillig	Bus		1982	25392	Diesel	NPS	4
2	128 VS Gillig	Bus		1982	26724	Diesel	NPS	4
3	129 VS Gillig	Bus		1982	19320	Diesel	NPS	4
4	130 VS Gillig	Bus		1982	21171	Diesel	NPS	4
5	131 VS Gillig	Bus		1982	31567	Diesel	NPS	4
6	132 VS Gillig	Bus		1982	21573	Diesel	NPS	4
7	133 VS Gillig	Bus		1982	18627	Diesel	NPS	4
8	134 VS Gillig	Bus		1982	35477	Diesel	NPS	4
9	135 VS Gillig	Bus		1982	21109	Diesel	NPS	4
10	446 VS Gillig	Bus		1982	15187	Diesel	NPS	4
11	87 VS MCI	Bus		1979	2049	Diesel	Concessioner	4
12	91 VS MCI	Bus		1980	215	Diesel	Concessioner	4
13	96 BP MCI	Bus		1987	336	Diesel	Concessioner	2
14	90 BP MCI	Bus		1980	210	Diesel	Concessioner	2
15	1 Waw MCI	Bus		1981	10032	Diesel	Concessioner	3
16	2 Waw MCI	Bus		1981	13096	Diesel	Concessioner	3
17	3 Waw MCI	Bus		1981	11832	Diesel	Concessioner	3
18	4 Waw MCI	Bus		1981	9000	Diesel	Concessioner	3
19	5 Waw MCI	Bus		1981	5000	Diesel	Concessioner	3
20	6 BP MCI	Bus		1981	1176	Diesel	Concessioner	3
21	7 BP MCI	Bus		1981	1386	Diesel	Concessioner	3
22	1 TM Ford	Bus		1996	9601	Gas	Concessioner	1
23	2 TM Ford	Bus		1995	10734	Gas	Concessioner	1
24	3 TM Ford	Bus		1996	6867	Gas	Concessioner	1
25	1 BP MCI	Bus		1981	2100	Diesel	Concessioner	3
26	2 BP MCI	Bus		1981	2394	Diesel	Concessioner	3
27	3 BP MCI	Bus		1981	2142	Diesel	Concessioner	3
28	4 BP MCI	Bus		1981	1050	Diesel	Concessioner	3
29	4 BP MCI	Bus		1981	2226	Diesel	Concessioner	3

Note: Condition = 1 (Excellent) to 5 (Very Poor)

Section 7: What Facilities Does the VTS Use?

7.1 Is there an inventory of VTS facilities? No

7.2 Who owns the VTS facilities? Wholly Owned by NPS

Facilty Name	Year Built	Ownership	Maintenance	Condition (See Note)
Wawona		NPS	Concessioner	
YW Garage		NPS	Concessioner	

Note: Condition = 1 (Excellent) to 5 (Very Poor)

VISITOR TRANSPORTATION SYSTEM SURVEY RESULTS

VTS ID: 61

Section 8: Who Uses the VTS Services?

8.1 Are passenger counts kept regularly? Yes **If so, how often are the counts made?** Daily

8.2 Please provide the average daily number of passenger boardings

Fiscal Year	Peak Season Daily Boardings	Off Peak Season Daily Boardings	Annual Boardings
FY 1996	16745	1316	3391435
FY 1995	17000	1210	3614325
FY 1994	15900	1434	3293412
FY 1993	14875	1183	3814131
FY 1992	14960	1479	3622998

Section 10: How Much is Charged for Using the VTS Service?

10.1 Is a Fare charged to use the VTS Service? No

10.2 Does Fare vary according to Season, day of week or time of year? No

10.3 Does Fare Vary between adults and children? No

10.4 Please Provide Fares for the VTS System

	Peak Season				Off Season			
	Peak Day		Off Peak Day		Peak Day		Off Peak Day	
	Adults	Children	Adults	Children	Adults	Children	Adults	Children
Badger Pass								
Tuolumne Shuttle								
Valley Shuttle								
Wawona Shuttle								

Section 11: What are the Revenue and Operating Costs for the VTS Service?

11.2 Does NPS financially support the VTS in any way? No

11.3 Does NPS or Treasury receive payment from VTS Contractor/Concessioner? No

11.3 Basis for Payments Received:

Percent of Gross Revenues:

11.3 Other Basis for Payments Received:

11.4 Does VTS receive funds from sources other than NPS? No

Please provide Operating Revenue, Cost, Funding Sources:

Section 12: What are the VTS Liability and Safety Programs?

Collision Coverage:		**Collision Premium:**	
Comprehensive Coverage:		**Comprehensive Premium:**	
Property Coverage:	$2,000,000.00	**Property Premium:**	
Public Liability Coverage:	$6,000,000.00	**Public Liability Premium:**	
Medical Coverage:		**Medical Premium:**	

Other Insurance: **Other Premium:** **Total Premium:**

12.2 Who pays Insurance? Concessioner

12.3 Who pays Operator Ins.? Concessioner

12.4 Who pays special license? Driver

12.4 Who screens operator history? Human Resources

12.5 Who conducts substance abuse screening? Human Resources De

12.6 Who conducts safety training program? Contractor

12.7 Who maintains substance abuse program? Human Resources De

Who regulates VTS vessels and crews?

12.8 Number of injury claims in past 5 yrs?

VISITOR TRANSPORTATION SYSTEM SURVEY RESULTS

VTS ID: 61

Section 13: What are the VTS Maintenance Procedures?

13.1 Is there a written Maintenance Program?	No
13.2 Are there written Hazmat Program procedures?	Yes
13.3 Is there a written Maintenance Training Program?	No
13.4 Is there a written Safety Program for VTS maintainers?	Yes
13.5 Is AC Brake Certification required?	Yes
13.6 Are federal (e.g., OSHA) Records Maintained?	Yes
13.7 What is the number of Shopped Vehicles per day on a typical peak visitor season?	1
13.8 What is the number of preventable maintenance road calls made during FY 1996?	23

Section 14: What Future Plans are there for VTS Service

Planned Mods: Future thrusts for the VTS could include expanded service in other areas of the park such as the west end of Yosemite Valley, Badger Pass to Glacier Point, Wawona to Yosemite Valley, Yosemite Valley to Tuolumne Meadows, etc. As the issue of transportation continues to develop, possible linkages with other transit companies, transporting people form satellite parking areas to overnight accommodations and campgrounds, etc. will be explored. The Park is also planning on acquiring additional alternatively fueled vehicles within the next 2-3 years. If electric shuttle buses currently being acquired are able to function successfully within Yosemite Valley, additional funding may be sought to supplement and eventually replace the existing fleet of aging diesel buses with alternatively-fueled vehicles.

Plan Reports: No